

TOWN COUNCIL.

HELD AN EIGHTEEN-MINUTE SESSION
MONDAY NIGHT.

Fireman Winner of Phoenix Hose Company Nominations by the Majority of the Council's Dispatch of Business - Action on Important Matters Deferred - President Eppeley of the Essex Cross Railway Company Surprised and Disappointed.

The trite saying that it is the unexpected that always happens was aptly demonstrated at the Town Council meeting Monday night. The previous meeting of the Council had been almost a midnight session, and as the matters then considered were left in an incomplete state it was anticipated that they would be taken up Monday night again and occasion another long session. Contrary to all expectation and much to the disappointment of some interested parties, the session was one of the shortest on record, lasting only eighteen minutes. The absence of Councilman Farrand on account of illness caused the postponement of action on a matter that would have otherwise taken up much time.

The most astonished and disappointed person among those in attendance at the Council session was Fireman Frank Winner of Phoenix Hose Company. The pool table and furniture in Phoenix Hose Company's room have recently sustained some damage from leaks in the roof of the building, and a committee was appointed at a recent meeting of the company to report the bad condition of the roof and the need of repairs before the Town Council. Mr. Winner was one of that committee, and his purpose at the meeting was to address the Council in behalf of Phoenix Hose Company. Mr. Winner failed to take advantage of the rule in Council procedure whereby any citizen present is invited to bring any matter he may have in hand before the Council previous to the taking up of the routine order of business. He was under the impression that his time to speak would come after action on the reports of sub-committees, and he was indignant to learn that the Council had adjourned before it appeared to him to have fully got under way in the transaction of business.

Francis M. Eppeley, President of the Essex Cross Railway Company, was also disappointed Monday night by the rapid dispatch of business. Mr. Eppeley drove over from Orange in the storm, and did not reach the Council room until after the Council had acted upon the Essex Company's franchise application by accepting a progress report from the Franchise Committee and postponing further action until the next regular meeting.

Councilman Moore, Chairman of the Franchise Committee, reported that at a conference between members of the Council and officials of the railway on Friday night of last week the provisions of the ordinance were practically agreed to by both sides, and it was now in shape to report for final reading, and would have been reported at Monday night's meeting, but for the absence of Councilman Farrand, who was detained at his home by illness.

Chief Engineer B. F. Higgins and several members of the Fire Department were present at the meeting, and some of them were expecting a report from the Fire Committee with regard to a new fire house. Chairman Usang of the Fire Committee stated that there was nothing new to report. It is understood that the Fire Committee has been unable to secure any modification of the terms under which Thomas H. Decker proposed to erect a fire-house, and it is likely that negotiations in that direction may be abandoned. A strong sentiment has also developed in Essex Truck Company against moving from the present headquarters except to a town-owned building.

First Assistant Chief Engineer of the Fire Department Herman Eichhorn, who is interested in the extension of Crown Street from its present terminus to Conger Street, was among the spectators at Monday night's meeting.

Chairman Moore of the Legal and Franchise Committee reported progress in the matter of the petition of the Newark city water department for the formal consent of the Council to the laying of a sixty-inch water main in Bloomfield Avenue by the city water department. Mr. Moore said that after a conference with Chief Engineer Sherrard of the city water department in regard to the request from this town for some arrangement whereby sewerage facilities could be supplied for a portion of this town by connection with the city sewers, it was decided to lay the matter over until the next meeting of the Town Council, when Mr. Sherrard will be able to report the views of the city sewer department in regard to the proposition.

LIVELY DEBATE OVER TROLLEY

East Orange Council Turns Down Application of Essex Cross Railway Company.

PERSONALITIES INDULGED IN

After having had the question under consideration for more than a year the East Orange City Council last night, by a vote of 7 to 3, refused the application of the Essex Cross Railway for a franchise for a trolley line from the Bloomfield boundary through North Clinton and Amherst streets and Rhode Island avenue to Vailsburg. The action of the council was attended by a lively interchange of personalities between several members of the council and Francis M. Eppeley, the president of the company.

When the application was taken up Councilman Jackson referred to the long time that it had been under consideration. He then moved that the franchise be denied if the company did not wish to withdraw its application. Councilman Farrand, who was absent, was reported to have withdrawn his application.

Councilman Moore said that while the council had been under consideration for a long time, it had been under consideration for a long time. He then moved that the franchise be denied if the company did not wish to withdraw its application. Councilman Farrand, who was absent, was reported to have withdrawn his application.

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FRANCHISE DENIED

BY THE EAST ORANGE CITY COUNCIL
TO THE CROSS RAILWAY CO.

An Exciting Time Between Advocates and Opponents of the Trolley Line - Hard Things Said on Both Sides - Three Councilmen Vote in Favor of the Franchise.

The East Orange City Council on Tuesday night by a vote of 7 to 3 denied the application of the Essex Cross Railway Company for a franchise in that city. When the vote was taken Chairman Cardwell and Councilmen Gedney and Condit voted in the negative. Those who favored the resolution were Councilmen Yardley, Dorer, Vanderhoof, Balgrie, Ougheltree, Brownell and Jackson. The result of the vote was received with hearty applause from the spectators.

The meeting was an exciting one, and the crowd of spectators was made up of opponents and advocates of the proposed trolley line, and the speakers on both sides displayed considerable temper in their remarks, and the Chairman had a difficult task in preserving order.

When the application for a franchise was taken up for consideration, Councilman Jackson, Chairman of the Railroad Committee, said: "This petition has been before the Council a long while, having been laid over from meeting to meeting at the suggestion of the railroad company. At the last two meetings it was laid over with the understanding that it was to come up for final action at this meeting. On behalf of the committee I am requested to make a motion that the petition be denied or that the railroad company have the privilege to withdraw their application."

Notwithstanding the application had been before the Council for a long time, and had been given to both opponents and advocates of the trolley, both sides had much to say on Tuesday night.

Councilman Ougheltree referred to the Orange cross-town line, which was built by Mr. Eppeley, as "a one-horse, bob-tailed, half-orphaned road," which never amounted to anything until it went into the hands of its present owners. If the franchise in question was granted there was nothing that would prevent the directors from selling the road to the North Jersey, and thus enable that road to forever operate a cross-town line with extra fares and no transfers.

Mr. Eppeley, in the course of his remarks, declared that East Orange was in the hands of a railroad boss, David Young, he said, was a very good man and a very good friend of Councilman Jackson. The objections in the room did not "cut a figure," for if Mr. Young would take his hands off, the cross-town company would be granted a franchise.

Members of the Council took offense at this statement, and the speaker was called to order.

David Bingham, one of the directors of the Essex Cross Railway, reviewed the proceedings in history of the application of his company. While he was not prepared to state whether the North Jersey would ever grant transfers, Mr. Bingham declared that his company would give the citizens the best they could.

The proposition to sell forty tickets for one dollar was considered a good offer, as the proposed road would enable the people to do their shopping in East Orange. Was it not possible, he said, to have anything that was not made in Newark and labelled by David Young?

Convincing arguments in favor of the trolley were made by Franklin W. Fort, son of Judge Franklin Fort, who explained that he and others considered that it would be good policy in the interest of the public to grant the franchise. That the people want the road was clearly demonstrated in the last election, when both sides favored the trolley. Real estate dealers, he said, who are always alert to the best improvements, think that the trolley should be built.

Mr. Fort stated that he did not consider it good policy for the Council to refuse to grant a franchise to any company because that company could not get transfers from the North Jersey. If the application should be denied, the Council would be shutting out all trolley competition and cheapening all its present franchises.

The refusal of the East Orange City Council to grant the Essex Cross Railway Company a franchise is a serious affair in course of the company's operations west of East Orange. It has secured franchises in Vailsburg, Irvington and Elizabeth, and can operate a railway from the East Orange line to Elizabeth, but it is not evident what benefit would accrue to the company from a franchise in this town without right of way through East Orange.

The East Orange application hinged on the question of transfers. There is

no doubt at all but what the Essex Cross Railway Company could not effect a transfer agreement with the North Jersey Railway Company, and the offer of forty fares for one dollar was a better proposition for the people of East Orange from a local business standpoint than transfers to Newark on other lines. The probability is that the company, if it gets a franchise here, will build and operate its line up to the East Orange boundary line on two sides of that town, and await the development of public sentiment in favor of the extension of the railway through that city.

Trolley Dangers.
A repetition in a minor way of the Clifton Avenue tragedy occurred on Tuesday morning at the Cone Street grade crossing of the Orange and Passaic Valley trolley line and the Lackawanna Railroad. According to people who were witnesses, the accident was caused by the effort to get the trolley car to the station before the 7:46 New York train left. There were several passengers on the trolley car who wanted to catch that train, and it is alleged that the motorman was making extra time down Cone Street in order to accommodate them.

The next trolley which came along also got beyond the control of the motorman and ran across the track. There was nothing in its path, however, except a milk wagon. The horse was knocked down, but there was no damage done.

Cone Street from Main Street to the Lackawanna Railroad descends at a slight grade, but inasmuch as cars of the traction company have to stop at Main and Cone Streets, and again upon reaching the railroad station, they seldom attain any considerable speed in going down the grade. The company's regulations require all cars to stop before crossing the steam railroad tracks, and the conductor's duty is to run ahead and signal if the way is clear. This is a necessary rule, because a view of the tracks in either direction is shut off by various buildings and by curves in the road.

John Ober was the motorman of the car which crashed into the train. His vehicle was No. 202, and John Foster was the conductor. Ober admitted that the car got beyond his control on account of the slippery rails, and in the confusion he forgot to open the sand box.

The next trolley going south was No. 204, which was in charge of Motorman Girds. He, too, lost control of his car as it was going down Cone Street and forgot to turn on the sand box. There was no train in the station this time, but a milk wagon was going over the crossing and the trolley hit it squarely and knocked down the horse. No other damage was done.

After these occurrences the trolley company sent out a man with a big bucket of sand, and he applied it liberally to the tracks along Cone Street, so that further slipping of the cars was avoided.

There are no derailing switches at the Cone Street crossing. In fact, there are none at any of the grade crossings in the Orange.

Another Death Trap.
The Clifton Avenue tragedy in Newark last week has had the result of directing official attention to all grade crossings of trolley and steam roads in this county. At the meeting of the Montclair Town Council Monday night a resolution was adopted relative to the Bloomfield Avenue crossing in that town. It was offered by Councilman Crawford. Mayor Duncan said he was glad it had been presented, as he had intended to bring up the matter himself. The resolution was:

"Resolved, That in the opinion of this Council, the grade crossing of the Delaware, Lackawanna and Western Railroad by the cars of the North Jersey Street Railway Company at Bloomfield Avenue, in the town of Montclair, is an exceedingly dangerous crossing, which might well be done away with."

"Resolved, That a copy of these resolutions be forwarded to the Board of Chosen Freeholders of Essex County, having charge of said Bloomfield Avenue, with the request of this Council that they take the matter up with the North Jersey Street Railway Company with a view to doing away with said grade crossing."

